

CLAIMS

1. A fuel injection system (3, 17, 18) of an internal combustion engine, having at least one local pump element (1) per cylinder, associated with each injector (2), of a unit fuel injector or a pump-line-nozzle system for compressing the fuel, characterized in that the injector (2) and/or the supply line to the injector (2) forms a local pressure reservoir chamber; that a check valve (9) is integrated into the supply line from the pump element (1) to the injector (2); that a control valve (8) is provided for generating high pressure in the closed state of the control valve (8) during the cam stroke; and that a throttle (16; 18) is provided for controlling the pressure decrease of a nozzle chamber (11) of the injector.
2. The fuel injection system according to claim 1, characterized in that a throttle (16) connected parallel to the check valve (9) is integrated.
3. The fuel injection system according to claim 2, characterized in that a pressure-holding valve (19) is connected in series with the throttle (6):
4. The fuel injection system according to claim 1, characterized in that the supply line from the pump element (1) to the injector (2) is connected to a control chamber of the injector (2) via a valve unit (15).